

To: Chairperson and Authority Members **Date:** March 8, 2002

From: Mehdi Morshed, Executive Director

Subject: Agenda Item 7 – Caltrain Corridor Improvements Update

Discussion:

The Authority has determined that for high-speed train service on the San Francisco Peninsula, only Caltrain Corridor shared-track options should be further evaluated. Sharing track with an improved Caltrain commuter service is the only realistic alternative for a direct link to San Francisco. Sharing track with Caltrain requires that the steel-wheel-on-rail high-speed train technology be compatible with the other trains sharing the tracks, and infrastructure improvements that would allow for express service between San Francisco and San Jose.

The Peninsula Corridor Joint Powers Board (JPB) was formed in 1987 and assumed operating responsibilities for Caltrain in 1992. San Mateo County Transportation Authority (SAMTRANS) is the administrative arm of the JPB. The Caltrain commuter service from 4th and King Street in downtown San Francisco to Gilroy (72-miles) currently has 34 stations. There are 39 daily weekday trains in each direction between San Francisco and San Jose Diridon Station (47.5 miles), four of which extend to/from Gilroy. The average travel time between San Francisco (4th and King) and San Jose Diridon Station is about 1 hour and 35 minutes. The rail right-of-way between San Francisco and San Jose is owned by the JPB.

Howard Goode, representing SAMTRANS will present an update on current and future Caltrain improvement projects, including: the electrification of Caltrain, the “Baby Bullet” improvements and service, and the Caltrain Extension to the Transbay Terminal.

Attached are excerpts taken from the Caltrain website in regards to the history of this commuter service and the status of the proposed Caltrain improvement projects.